r the constitutional consent required preliminary plans.

In 1907, as a part of the enactment of e Public Service Commissions law, the wars of the board under the Rapid ransit act were transferred to the ublic Service Commission for the Fratistrict. There was then urgent need of an extension of the rapid transit racts were made by the commission and rere approved by the Board of Estimate and Apportionment, and they contained clause requiring the approval of the bard to any changes. However, I find a statutory warrant for that provision, e only consent to municipal authority changes expressly required by the atute being consent to changes of an.

The Corporation contribution in the property of the property o

completely unified system of transportation in the city of New York, and I be
lieve any open minded person who studies the subject at all will be forced to
that conclusion. The single fare plan appears to me to be important to the future development of the city and the
rellef of congestion, with its manifold
problems, housing and the like. Extensions should precede rather than lag
behind demand. That means that profitable parts of the system must maintain the unprofitable. In order to give
the public efficient and cheap service
svery posefible economy in operation and
management must be effected and every
unnecessary duplication of service elimimated Necessarily, the subways will
form the backbone of the system. The
elevated. Surface lines and buses will
eventually be merely auxiliary. If, however, the most efficient service is to be
rendered at the lowest cost competition
must be eliminated and the particular
service bast suited to each particular
situation must be adouted.

The control of the co

in so far as the Constitution has vested power in the localities. Apart from the fact that the police power of the State is involved, quasi judicial powers should be vested in an impartial tribunal. A tribunal responsibile to local authority cannot be expected to be impartial in a local case, and experience has shown that such tribunals are subject to local feelings and prejudices. The vesting of such powers in them is like submitting controversy to one of the parties to it.

for a Congressional investigation of Brooklyn's transit troubles. The Board of Estimate was asked yesterday to provide \$5,000,000 for im-provement of Brooklyn transit facilities, which Judge Julius M. Mayer, under whom the B. R. T. receiver operates, has declared the company cannot supply.

The Board of Estimate, headed by the Mayor, will go to Albany to-day to present to Gov. Miller the Mayor's rasolution asking for authority for the city to construct and operate buses. Some members of the board expressed the opinion that the Governor would take advantage of the visit to go thoroughly into the transit question with the board.

New York Herald Bureau.

Albans, Jan. 24.

Frederick Stuart Greene, State Highway Commissioner, whose resignation was asked and accepted last week by Gov. Miller, said to-night that more than 1,200 miles of lightly built State roads are rapidly going to pieces under increased motor truck traffic. He said the State has reached the point where reconstruction is more important than new construction and expressed the opinion that further attempts to patch badly worn pavements is a waste of the taxpayers' money.

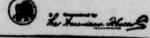
taxpayers' money.

"This State is suffering." said Mr. Greene, "from the mistaken policy pursued in former years of trying to secure the greatest possible mileage for the least possible money."

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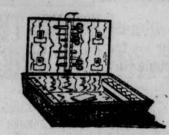
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